

Remarks by the Honorable Ray Mabus
Secretary of the Navy
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Deval Patrick basically made my talk. But I want to reciprocate in a very unsatisfactory way toward what Deval Patrick just said. Massachusetts is incredibly fortunate to have somebody with the vision, foresight, the leadership, with the commitment of Deval Patrick. I have been a governor, and it's one of the hardest jobs in the country. Deval Patrick makes it look easy. So thank you, my friend.

I'm going to talk about the award in just a moment, but this is a big week for me and for the Navy and Boston. And that's altogether fitting because of the great naval heritage that Massachusetts and Boston has. This morning it was my great privilege, in front of the USS Constitution at Charlestown Naval Shipyard, where a little more than 40 years ago I reported to my ship in the Navy, that I named the newest Aegis destroyer, DDG-116, for Captain Thomas Hudner of Concord, Massachusetts. Captain Hudner is the last surviving Medal of Honor recipient from Korea. He was there today with three of his brothers and his sister. Whatever they do, we all ought to copy.

Captain Hudner, a naval aviator, graduate of Annapolis, grew up in Fall River. He was the wingman, on the USS Leyte, of the first African-American naval combat pilot, Ensign Jesse Brown.

Ensign Brown was from my home state of Mississippi. He grew up in the segregated South. And when he went to flight school, there were 600 students there, and he was the only African-American. He had to fight a lot harder for his dream of flight than most naval aviators do, and he didn't have many friends in the Navy.

But what he had was Thomas Hudner as a wingman. They were flying on December the 4th, 1950, over the Chosin Reservoir when Ensign Brown got shot down. He crashed into the side of very cold, very exposed mountain far behind enemy lines.

The group that he was flying with thought he had been killed, but when Thomas Hudner went back over, he saw that Jesse Brown had pulled his canopy back and was waving. Thomas Hudner took his plane and crash-landed it next to Jesse Brown's, wheels up, at the side of the mountain and got out and tried to help. It was too late. He couldn't save Jesse Brown, but he heard his dying words, which were, tell my wife, Daisy, I love her.

Thomas Hudner was rescued by helicopter a few hours later and four months later got the Medal of Honor at the White House and was able to deliver that message to Jesse Brown's widow, Daisy.

That's the sort of character that has made America. That's the sort of character of the greatest generation and that's the sort of character we need today.

Tomorrow, I get to commission our newest officers in the Army, the Navy and the Air Force at Harvard's ROTC commissioning. And it's sort of full circle for me. I left the Navy and went to Harvard Law School. And last March I signed with President Faust an agreement bringing Naval ROTC back to Harvard. It had been gone for 40 years, and it needed to be back at Harvard. Following only West Point and Annapolis, Harvard has the most Medal of Honor recipients in this country. So I get to do that tomorrow. And then, Thursday, I get to be a proud father watching my daughter Elisabeth graduate from Harvard. And so this is a big week, and I appreciate it.

And I appreciate this award. I appreciate it very deeply and personally, and I certainly thank Deval Patrick for what you said. But I'm going to accept it on behalf of the men and women of the Navy and the Marine Corps who work every day to advance these energy goals. We have some of them here today. They are there strengthening our national security, strengthening our energy independence, and they are the ones that deserve all the credit and all the recognition for what we're doing.

And the reason we're doing this is that we simply buy too many fossil fuels from either actually or potentially volatile places on earth. And when you're a military organization, you look at your potential adversaries and their vulnerabilities, but you better also look at your own vulnerabilities. And how we power our ships, our aircraft, our ground vehicles is a military vulnerability. We would never give some of these countries the ability to build our ships and build our aircraft, build our ground vehicles; but we give them a say in whether those ships sail or those aircraft fly or those ground vehicles operate because we buy fuel from them.

And the first push-back that you always get is, well, just drill more here, and we're doing that. In the past four years, from 2008 until today, the percentage of oil that we import has dropped from 57 percent to 42 percent, which is a good thing. But we can never drill our way out of this problem, even if we could get all the fuel we needed from the United States and we can't. But even if we could, oil is a global commodity. It is traded very often on rumor and speculation, and for every dollar the price goes up on a barrel of oil, it costs the United States Navy \$30 million in extra fuel costs.

When Libya – when that situation started last year, the price of oil went up \$38 a barrel. That was more than a million-dollar bill to the Navy. This year, because the Defense Logistics Agency which buys all the fuel for the Pentagon underestimated the price of oil, the Navy is facing another \$1 billion increase and, across DOD, it's more than \$3 billion.

Now we don't have any extra money. We don't have anywhere to go to get that money except two places. One is from operations; so we fly less, we steam less, we train less. And the other is from acquisitions; so we buy fewer ships, we buy fewer aircraft. Neither one of those is an acceptable alternative.

The Pentagon is the largest single user of oil in the world. We're certainly the largest in America. We use 2 percent of all the fossil fuels that the United States uses. And one of the things that this means is that we can bring the market. And to paraphrase the old *Field of Dreams* line, if the Navy comes, they will build it. And we're already seeing that.

In just the test amounts of biofuels we've bought, we've seen the price come down dramatically. We're doing all sorts of things in alternative energy. We've certified all our aircraft, fixed wing and rotary wing, on a 50-50 blend of biofuel and avgas. The Blue Angels have flown on this blend. We've flown almost twice the speed of sound; the airplanes don't notice a difference. And that's one of our requirements for a drop-in fuel, that we don't have to change the engines, we don't have to change any machinery, because we've got a lot of the fleet we're going to have for the next decades and we've got most of the aircraft that we're going to have, so we can't change that.

As Deval said, in July we're going to have the Great Green Fleet at the Rim of the Pacific exercise off Hawaii. That's the largest naval exercise in the world. More than 20 countries will be there. We're going to have a carrier strike group. The carrier's nuclear, the subs are nuclear, but all the surface combatants, all the aircraft will be running on biofuel. And then in 2016 we're going to deploy the Great Green Fleet for a normal deployment of six, seven, eight months.

For those of you who have not seen the movie *Battleship* – come on, now, who's seen the movie *Battleship*? OK, my staff can put their hands down. Well, you should have seen it at least twice. That movie takes place at the start of RIMPAC, of Rim of the Pacific, and then we proceed to battle aliens. And this is a spoiler: We beat them.

Now, for those of you who have not seen *Battleship*, in the first 20 minutes there's one great scene, and it's a scene where Liam Neeson, playing the striker commander, tells the captain of the carrier to give the order for air operations. And that actor who plays the captain of the carrier – there's already Oscar buzz - I get one line. "Commence air operations." Well, we're going to do it for real with the Great Green Fleet this summer.

And we get questions about, well, why is the Navy doing this? In fact one congressman said, you're the secretary of the Navy, you're not the secretary of Energy. Yeah, but the Navy has been at the forefront of energy innovation nearly all its history. We went from sail to coal in the 1850s. We went from coal to oil in the early 1900s. We pioneered nuclear in the 1950s. And every single time, every single time there were naysayers who said you're trading one form of energy that you know, that is certain, and that is cheaper for – in the case of wind, it was free – for something that costs money and is uncertain. One of my predecessors as secretary of the Navy said, I will not turn the fleet into a group of fire-belching monsters. And every single time, every single time, those naysayers have been wrong, and they're going to be wrong again this time.

The other push-back that we get is, well, it costs more than oil, why are you buying biofuels that cost more? Well, of course it costs more. It's a new technology. If we didn't pay a little bit more for new technologies, we'd still be using typewriters instead of computers. We'd

still be using rotary phones instead of smartphones. And the Navy would never have bought a nuclear submarine, which still costs four to five times more than a conventional submarine.

So we're making a lot of progress. We're also doing solar, we're doing wind, we're doing geothermal, hydrothermal, wave. We are changing the way we build buildings, because even though we're a seagoing service, we have 72,500 buildings and 3.3 million acres of land.

The people who have embraced this the most are the United States Marines, and nobody has ever accused the United States Marines of being particularly conscious about the environment.

But they did a study that showed for every 50 convoys of fuel and water that we bring into Afghanistan – and those are the two things we bring in by far the most – we lose Marines, killed or wounded. That is too a high a price to pay.

So the Marines are giving people solar blankets to power their radios and GPS. It saves a Marine company 700 pounds of batteries, and they don't have to be resupplied.

We've got SEAL teams now that are trying to be net zero in terms of both fuel and water. One of the things that the SEAL commander told me was – he said when you turn off the generators, you can hear. And he said that's a real advantage in a combat zone, in case somebody's trying to sneak up on you.

We're doing it all for one underlying reason. We're doing it to be a better military. We're doing it to be better war fighters. And that has some great side effects. It makes us better stewards of the environment at the same time, makes us better stewards of the ocean.

We are absolutely committed to this, and it's not me, it's the men and women of the Navy and Marine Corps who have figured out it does make us better. It does help us. It makes us more secure as a nation.

And if we don't do this, if we don't begin to move, what Governor Patrick said about the new energy economy – I don't want to trade one source of foreign energy for another source of foreign energy. I don't want to trade Middle East oil for Chinese solar panels. If America gets left behind on this new energy economy, it's going to be very hard for us to keep our technological edge, but that's something we absolutely have to do.

Now I talked about fuel, and we do a lot of other things in the Navy, a lot of things to defend this country, a lot of things to defend the oceans and the climate. I'm going to talk about a couple of very Navy things.

We have a new defense strategy that the president announced in January. It focuses on the Western Pacific and the Arabian Gulf, both maritime theaters. That's a lot more responsibility on the Navy and the Marine Corps. And even in the midst of budget cuts, even in the midst of a very austere fiscal environment, the military has to do its share of making sure that we can afford the country that we need.

We are growing the fleet, and this comes at the end of – 9/11, 2001, though I took office eight years later, we went from 316 ships in the United States naval fleet to 282. We lost 49,000 Sailors. During one of the great military buildups in American history, the Navy got significantly smaller.

We have reversed that. We will be at 300 ships by the end of this decade, and they will be far more capable ships. They will be far more efficient ships. We launched the first hybrid ship, the USS Makin Island, from my home state of Pascagoula, Mississippi. On its maiden voyage around South America, because it has a hybrid drive, an electric motor for speeds of under 12 knots, normal gas turbines for over 12 knots, it saved \$2 million in 2009 fuel cost on that one voyage. Over the lifetime of that ship, at 2009 fuel prices, that ship will save more than a quarter billion dollars in fuel. The president has told the Navy, Department of Energy and the Department of Agriculture to come up with a nationwide sustainable, price-competitive biofuel industry.

And what the Navy brings to this – beside the market, we bring something called the Defense Production Act. It was passed in 1950, and what it says is if you need an industry for defense, you can invest in it. So the three agencies are putting up up to \$510 million, to be matched at least 1-to-1 by private industry, to start that biofuel industry.

We got more than a hundred very serious proposals when we put out a request for information. We're doing an industry day, and we're going to have an RFP on the street. The president also in his State of the Union charged Navy with buying a gigawatt of renewable energy by 2020, at no net building cost to the taxpayer, and we're on track to do that.

We're doing some other things. We're supporting passing the Law of the Sea, the UNCLOS treaty. A hundred and sixty-one countries have passed it. We haven't. It hurts us. It hurts us militarily. It hurts us economically. It keeps us away from the table when decisions are being made. Twelve chiefs of naval operations, five secretaries of the Navy and the last five presidents have endorsed it. It's time to pass it.

We've got some representatives here from the National Oceans Council. We have representatives there. We actively support the National Ocean Policy that the councils operate under. We have military representatives on the National Ocean Policy's nine regional planning bodies. And we're in a lot of coastal communities, usually as the largest employer.

We do things like work on marine mammal protection and climate change and the international convention for prevention of pollution from ships, or MARPOL. You know, one of the things we're trying to do is build partnerships with environmental organizations instead of just instinctively fighting them, because usually we have far more similarities than we do areas of disagreement.

We can put our information, the data that we get from training and testing – we're a major contributor to scientific information about the oceans and about the life that lives in it. We do bathometric, we do global weather predictions, we do ocean research science and we do

infrastructure. And since the first nuclear-powered submarine, Nautilus, went under the polar ice in 1958, we have monitored conditions in the Arctic.

Changing ice thickness, melting of the polar caps, the prospect of an ice-free Arctic in the summer in the next 25 years will profoundly change our responsibilities. Rising sea levels – because 80 percent of the world's population live close to the ocean, rising sea level has the possibility of causing great unrest around the world, particularly in less developed countries, which will also profoundly affect our mission.

The Navy – and I think earlier today in your panel discussions you heard from a member of our Task Force Climate Change - we established Task Force Climate Change to develop policy and investment and force structure recommendations regarding long-term climate change on Earth. We need to better understand it and we need to better deal with its impact. We released under this the Navy's Arctic road map, which guides our policy, our investment and our actions about Arctic operations.

We are from the ocean. We operate on it, under it, over it. It is one of the things that we have to do better is be better stewards of it.

This year marks the commemoration of the 200-year anniversary of the War of 1812, which is considered the birth of the United States Navy. And today, as 200 years ago, the Navy is forward-deployed; the Navy is America's away team. When we are doing our job – one of the reasons that very few people in this room know what the Navy does, unless you've worked with the Navy, unless you've been at the Oceanographic of the Navy, as you – we have here – a former one here today – unless you teach at the Navy Postgraduate School in the chair devoted to energy, as we have here today, you don't know much about what the Navy and Marine Corps does because we are so far from home. But we patrol the world's oceans and have for more than two centuries. We keep trade routes open for the first time in history for everybody, not just for ships flying our flag.

So, for 236 years, the lifetime of the Navy, the Navy and Marine Corps have been on the very forward edges of the world's oceans, the world's continents. We are protecting America, and we are protecting the oceans, and we are becoming better protectors of our climate and our economy. We will continue to uphold the proud tradition of people like Captain Thomas Hudner and the other hundreds of thousands of people that serve in the Navy and the Marine Corps. We will continue to do our part to protect the great oceans that we are on, under and over. So, from the Navy, "Semper Fortis." Forever courageous.

Thank you all.